

THE WILMINGTON JOURNAL.

WILMINGTON, N. C., FRIDAY, JULY 28, 1854.

FOR GOVERNOR,
THOMAS BRAGG
 OF Northampton.

NEW HANOVER COUNTY NOMINATIONS.
 FOR THE SENATE,
OWEN PENNELL
 FOR THE HOUSE OF COMMONS,
SAMUEL J. PIERSON
THOMAS H. WILLIAMS.

This Day Week.
 One brief week now only remains before the canvass in this State will be decided by the verdict of the people at the polls. The great majority of voters have already made up their minds, and little now remains but that they should perform the mere mechanical act necessary for giving force and expression to the conclusions to which they may have come—it only remains that they should go forward and deposit their ballots as their judgment may dictate.

Apart from the usual considerations which should operate to bring out a full vote for the Democratic party, the moral effect of this election throughout the Union ought not to be lost sight of. It ought not to be forgotten how a defeat of the Democratic party would be hailed by the Abolitionists and Free-Soilers of the North as a rebuke to the Administration and to all other friends of what Greely and others of the same kidney are pleased to denominate, "the Nebraska fraud." It would be hailed as an abandonment by the South, of those who had perilled all their prospects at home for the sake of the Constitution and the equal rights of every section under it. It would give aid and comfort to our enemies, while it would proportionally weaken the hands of our friends. That such would be its inevitable tendency and result, no one at all conversant with the tone of the anti-Nebraska and anti-Administration press at the North, can honestly question. We can see now the flouting and flaring capitals of the New York Tribune, and Times, and all other organs of a like character.

It should also be borne in mind by the people of the State, and particularly by the citizens of the Eastern Counties, that one of the main issues made by the Whig party and its candidates is in favor of holding a Convention for the purpose of submitting the whole fabric of the Constitution to change and innovation—of bringing forward schemes upon which the views and feelings of the people have not been expressed, and with regard to which they cannot be known. A Convention is to be constituted on the basis of the House of Commons—that is, each County will be entitled to send to the Convention as many delegates as she sends members to the House. The sectional balance adopted in the present Constitution gives to the West a decided preponderance in the House, while the East has the majority in the Senate, thereby acting as a check upon each other. A Convention, called on the principle advocated by General Dockey and the Whig party, would have the effect of surrendering the existing balance between the two branches of our Legislature into the hands of a body representing but one branch, and that one the embodiment of sectional preponderance—the predominance of the West. It would, in fact, be a surrender of the Constitution. As for a limited Convention, it is enough to say that some of the ablest members of the Whig party admit that the Legislature cannot limit such a Convention, and that all its Western Whig advocates look to it mainly in the hope of effecting a change in the basis of representation through its instrumentality.

The question of Free Suffrage has been before the people. Their votes have shown that they really and truly want it. Of this fact the Whig presses and candidates, who heretofore have ridiculed and denounced it in unmeasured terms, are at length convinced, and proclaim themselves Free Suffrage men. *By a Convention.* Of their sincerity we may perhaps be able to judge, after reflecting upon the exceedingly small chance there is for the calling of a Convention, and how much less chance is there for the passage of Free Suffrage by legislative enactment. The justice of Free Suffrage is now conceded by both parties and all sections, whereas a Convention will be viewed with jealousy by the East, and opposed as dangerous by all Democrats, and tending to sectional jealousy and disturbance. It takes just as many votes in the Legislature to call a Convention as to carry Free Suffrage, and it has not one-fortieth part of the same chance of obtaining them.

The question of the Distribution of the Public Lands has been used as an electioneering hobby by the Whig candidates in this canvass, although General Dockey is as well aware as he is that he has a head on his shoulders, and that it has no more practical value or reference to this contest than would the question as to whether the man in the moon washes his face every time it rains. It is too late now to go into any elaborate discussion of this question, the real state of the case being that Democrats insist that lands and their products belong to a common fund and go into a common Treasury, thereby lighting the taxes to be levied for the support of the General Government; that precisely as much as would be given to the States in the way of distribution, would have to be collected again from them in the form of taxes, with the addition of all the expenses of the operation; it amounting, in fact, to the sagacious operation of hiring somebody to take money out of one pocket, and then hiring him to put it back into another. That is the real meaning of what General Dockey calls getting our "share" of the Public Lands—not only a "share," but a pretty severe share.

The question of Internal Improvements throughout the State, is one upon which the public mind is deeply excited; and although the avowed may not sound quite orthodox at the present time, we cannot but feel that the fever is getting rather too high—that is to say, more is proposed than can be well done. So many conflicting schemes are started and will, no doubt, be pressed on the attention of the next Legislature, that there is reasonable ground for apprehension that nothing will be done, or that if anything be done, it will be accomplished by log-rolling, and in the attempt to please every body, please nobody, and benefit few, if any. To say that the exercise of the most cautious prudence and the most careful reference to the means and resources of the people and of the State, will be required, on the part of all connected with the State Government, is merely to repeat what none can deny. That the Democratic party is prepared to go thus far: to foster every thing really tending to the good of the State, the prosperity of her people, and the development of her resources, we feel sure in promising. That that party or its candidates will make demagogical appeals—that it will, for electioneering purposes, pledge itself to anybody and everybody, for anything, or everything, or nothing, we have no sort of idea.

The parties, their candidates and their principles are before the people of North Carolina. Has the Democratic party any reason to fear their decision, calmly and carefully made? Has that party any reason to be ashamed of its gallant and experienced leaders in this contest? Thomas Bragg is a man of the people—the son of a mechanic—the architect of his own fortunes—a States-Rights Democrat, a true North Carolinian, and an able and well informed man. He is worthy of the full support of his own party, and will not be without votes from liberal men of the opposite party.

Upon the Legislature, the most momentous issues depend: Free Suffrage or a Convention; the future prosperity of North Carolina, as embodied in her public works; the election of two United States Senators; and never were real, staunch, stern, States-Rights men more needed to hear a hard in rolling back the tide of Federal assumption and a loose reading of the Constitution. There is every reason why Democrats should go to the polls and exert every nerve for the success of their candidates and their principles.—*Daily Journal of yesterday.*

The Legislature.
 It is more than probable that the best calculators and wire-workers in the ranks of the Whig party feel, and have felt from the first, conscious that the chances are against a Whig Governor are very slim, and that, therefore, their main efforts will be directed to secure a preponderance in the Legislature. This they can only hope for through divisions or distractions among Democrats, in Democratic Counties, and it is against this that Democrats have chiefly to guard. If we should, unfortunately, fail in securing a majority in the next Legislature, our failure will be due to this cause, and Democrats who, from any motive of personal pique, or otherwise, fail to give a hearty support to their party candidates, will have themselves to blame. It will be purely and wholly their own fault. It is neither our business nor our wish to interfere in the local affairs of other Counties, or to allude to the private feelings or differences among their citizens; but we feel it our duty to say that no such feeling should be allowed to jeopardize the success of Democratic candidates and Democratic principles. All the regular Democratic candidates in this section stand square upon the principles of the party—on the platform of the State Convention; and it is a duty which all good Democrats owe to themselves and to their principles, to give them a hearty support.

Calculations have been openly made and proclaimed by the Whig presses in this District, founded upon Democratic divisions. Democrats have the matter in their own hands. In their hands it ought to be, and will be, safe.

The Safest Courses.
 The Democratic Convention of New Hanover county, assembled here on Tuesday, of June County Court and nominated candidates for the Senate and House of Commons. To these nominations there has been no opposition, so far, that we know of, although, as was, perhaps, to have been expected, there have been some, who did not quite like all of the nominees. Under these circumstances, we did not feel called upon to say anything about the matter.

More recently, however, rumours have been afloat, speaking of some secret moves or arrangements, (not among Democrats, nor, we trust, respectable Whigs.) How far these moves or arrangements have any connection with a new secret political organization, we cannot say, but they may tend to imperil the success of the Democratic candidate, unless the members of the Democratic party come out and vote for these candidates, and without wishing to be alarmists we think it our duty to inform our Democratic friends out of town, that such rumours are afloat here, and point to the election of a Whig, as the object aimed at.

The safest course is evidently to support the nominees, and give a full vote, so that no snap judgment may be taken on us.

P. S.—Since the above remarks were in type, an advertisement has been handed in, signed "Many Voters," bringing forward the name of John D. Powers, Esq., as a candidate for the Commons. We have only time to reiterate what we have already said.

The Homestead Bill.
 Our worthy neighbor of the Commercial gets up quite a respectable sheet of second-hand, virtuous indignation over the Homestead Bill, borrowed chiefly from the *National Intelligencer*, and not a bad article either, in its way, the only difficulty being that it is not founded upon fact. It seems to take for granted the passage of the Homestead Bill into a law. This has not been done, and we have no hesitation in saying, will not be done. It is one of the easiest things in the world to raise up men of straw, and then display vast energy and tremendous power in their triumphant demolition. Yet, somehow, we have never known much good effected by these displays, which, after all, amount to just nothing at all. The Commercial, in its grand charge upon the Democratic party, in this connection, quotes the Raleigh Standard as having made use of the expression, "our party is our country." For our own part, we see no harm in this expression, properly understood. If we did not believe that the aims and objects of our party were those of our country, and its success the good of our country, we would no longer recognize it as our party. But let that go for what it is worth; it is sufficient to remark, that while the Commercial charges over these things, it takes good care to keep back the fact that this same Standard is openly opposed to the Homestead Bill. It also takes good care to keep back the fact that the same paper has stated, upon what it considers good authority, that the Homestead Bill cannot become a law. The Commercial knows that this is the position of the Democratic party and press in this State. It knows that we have very emphatically announced our opposition to this bill. It matters who might be for it. It has no reason to believe that it can become a law. Then what does all its fret and fury amount to? Nothing but words—words.

To be sure it gets down towards the close to a short paragraph, which, like a female postscript, may contain the pith of the whole matter, and therein contrives to get *Democracy and Popery* printed in italics. Of any connection between the two, we "Know Nothing"—some fourteen hundred good Democrats in this County are equally in the dark. But humbug is the order of the day, we suppose, and the Commercial must try its hand. The Democratic party is a political organization, not a sectarian one.

Since the subsidence of the excitement here in regard to the fate of the Cape Fear appropriation, everything appears to be rather dull—not even the election now close at hand having power to get up much stir among our people, although we are inclined to believe that there will be a pretty full vote polled for Governor; at least, such is the information we have received from nearly every precinct in the County. The Democrats throughout this County—and there are none truer or firmer in the Union—will come forth in their strength for Mr. Bragg. There is but one voice on that subject, and we believe that the feeling it indicates will be still more powerfully and unmistakably exhibited on Thursday, August 3d.—so let it be. It has been the boast of New Hanover that she never falls behind herself, but that at each successive election, her majority for the Democratic candidate, for Governor or President, is in advance of that which she gave at the preceding one. If Democrats will only go to the polls, give one short day to the election, and see that the full strength of their party is brought out, a similar result will be exhibited this time, and 1854 be in advance of 1852, as that was of 1850. It can be done—may we not say that it will be done?

The Prospect throughout the State.
 The precise name of the next Governor is proverbially difficult of pronunciation until after the election, upon the principle that "doubtful things are uncertain;" but assuredly, if there be any dependence to be placed on the signs of the times, and in the accounts received, Mr. Bragg's chances for an election amount almost, if not quite, to a certainty. It is a noticeable fact, that in many of the Western Counties, the Whig candidates for the Legislature make not the slightest reference to General Dockey. The Charlotte Western Democrat, in an account of a recent visit made by the Editor to Concord, the County seat of the neighboring County of Cabarrus, states that Col. John M. Long, of Cabarrus, and Freeman

of Stanley—both Whigs—are candidates for the Senate in the District composed of Stanley and Cabarrus, and Col. D. M. Barringer (late Minister to Spain) candidate for the Commons in Cabarrus. The Democratic candidate is "What was a remarkable fact, neither of the candidates made any reference to Dockey, and, so far as their speeches were concerned, the hearers could not have told that a canvass for Governor was going on."

ELECTION—THURSDAY, AUGUST 3d.

Please send in election returns as soon as possible.

Mount Vernon.
 We take pleasure in laying before our readers "An Appeal to the Women of North Carolina," over the signature of "A Matron of North Carolina." The object to which it is designed to call attention is one which appeals to the highest feelings of our nature. To do honor to the illustrious dead—to preserve and cherish every memory of him who has lived and died for his country and for the rights of his fellow-men; to rear proud monuments and make public displays of a nation's gratitude, are, perhaps, more strictly the province of the sterner sex; but to guard his home from profanation—to leave, as a sacred legacy to posterity, the scenes of his domestic retirement—the sphere of woman's power and hallowing influence—where the statesman and warrior sought, in the family circle, the peaceful quiet and gentle association which the world could not give; these are objects which fall peculiarly within the province of the women of America. In this work, we feel confident that the mothers and daughters of North Carolina will not be behind any of their sisters, and we are pleased to see that the present movement has been made. The "Appeal" itself will speak irresistibly to the purest sympathies of the heart, and its beautiful language finds a response in the homes and by the firesides of the State. We trust that papers throughout the State will copy it.

Likely to be Mistaken.
 It seems that the people of Richmond, Virginia, calculate with great certainty on obtaining a connection between their Richmond and Danville Road, and the North Carolina Central Railroad. The distance between the present terminus of this Richmond and Danville Road and a point on the North Carolina Central Road at or near Greensboro', is about fifty miles. The building of these fifty miles would complete the Charlotte and Danville scheme, which the Central Road was planned to defeat, by offering the citizens of the West a different outlet to market without cutting the State in two, by a road having both its termini out of the State; on the North at Richmond, Va., and on the South at Charleston, S. C.

The Richmond Dispatch says: "North Carolina has put her face against the connecting link in her territory; but North Carolina will not maintain that position—she cannot." We rather think that our Virginia cotemporary will find out its mistake. The feeling of State pride is now stronger and more predominant than it has ever before been in this State, and what she refused in 1848, she will not be apt to grant soon again. So much appears certain. Strange as it may seem to our neighbors, North Carolina is now strongly impressed with the belief that she is a sovereign State, and not a mere strip of land. Her vassalage is nearly at an end.

It is a favorite cant with the opponents of the Democratic party to pretend that it is indebted for its triumphs to the "foreign vote." To this it is sufficient answer to say, that those sections of the Union in which the foreign vote is the smallest, are precisely those in which the Democratic preponderance is most uniform and decided. The heart and centre of the Democratic party is in the Southern States, which receive, comparatively speaking, none of the foreign immigration—indeed, we might say literally none direct. The heart and centre of the whig party is at the North, which receives all of it.

John Swinson, Esq., has been appointed Post Master at Buena Vista, Duplin county, N. C., vice S. M. Grady, resigned.

For the Journal.
Railroad Meeting in Bladen.
 A large and enthusiastic meeting of the citizens of New Hanover, Bladen and Sampson, was held at Marketville, eleven miles from Wilmington, and proceeded thence a direct line to Fayetteville.

The following preamble and resolutions were unanimously adopted:
 WHEREAS, We believe the extension of the Western R. R. is inevitable, either to Wilmington or Beaufort; and Whereas, we believe its extension to Wilmington is of vital importance to that place, and very desirable for Fayetteville and ourselves; and Whereas, we believe the extension of the same Road West, probably to Salisbury, is equally certain; therefore,

Resolved, 1st. That we are warmly in favor of its extension both to Wilmington and Salisbury, and will show our interest at the proper time, by subscribing to the utmost of our ability.
 Resolved, 2d. That in our opinion the proposed Railroad should leave the W. & R. Railroad at Marketville, eleven miles from Wilmington, and proceed thence a direct line to Fayetteville.
 Resolved, 3d. That the Chairman appoint a committee of nine to confer with the citizens of Wilmington, Fayetteville and Salisbury, as to the practicability of making these extensions, and that they be authorized to call a general meeting of all those interested, at such time and place as they may elect.
 The following gentlemen were appointed, viz: Dr. W. H. Berry, James Kerr, James Murphy, N. Bonham, G. W. Bannerman, P. L. Anders, Rev. C. Shaw, J. P. Moore and W. J. Parker, to whom were added, on motion, the Chairman and Secretary.
 Resolved, 4th. That the Wilmington, Fayetteville and Salisbury papers be furnished with a copy of these resolutions and requested to publish them.
 P. CROMARTIE, Chmn.
 D. SLOAN, Secretary.

Arrival of the Steamer Isabel—Later from Havana.
 CHARLOTTE, July 25.—The steamer Isabel, Capt. Rollins, arrived to-day. She left Havana on the morning of the 22d, and Key West on the same evening, on Saturday evening P. Meyer, a passenger, fell over board and was drowned.

The Isabel brings no political news from Havana. The ravages of the vomito were dreadful. Out of 72 passengers arrived in the last Spanish mail steamer, scarcely three weeks since, but twelve are living. A mild form of cholera appeared at Sagua La Grande. The Spanish war steamer Isabella Segunda and the Ulloa left Havana on the evening of the 19th, the former having a coasting schooner in tow, reported on the expedition to catch slavers, but a correspondent has ascertained that their destination was Porto Rico.

The remains of Admiral Duquesne were shipped privately on the fifteenth inst., on board the French merchant ship Clementine, for France.
 From Key West there is nothing of interest. The health of the island was completely restored. The wreckers report things very dull, calms having prevailed to an unusual extent in the Gulf.

A Short Story.—Dickens tells the following story of an American captain:

In his last voyage home, the captain had on board a young lady of remarkable personal attractions—a phrase I use as being one entirely new, and one you never meet with in the newspapers. This young lady was beloved intensely by five young gentlemen, passengers, and in turn she was in love with them all very ardently, but without any particular preference for any one. Not knowing how to make up her determination in this dilemma, she consulted my friend the captain. The captain, being a man of original turn of mind, said to the young lady, "jump overboard, and marry the man who jumps after you." The young lady, struck with the idea, and being naturally fond of bathing, especially in warm weather, as it then was, took the advice of the captain, who had a boat ready and waiting, in case of accident. According to next morning, the five lovers being on deck, and looking very devotedly at the young lady, she plunged in to the sea head foremost. Four of the lovers immediately jumped in after her. When the young lady and her lovers got out again, she says to the captain, "what an I do now, they are so wet?" "Says the captain, 'take the dry one!'" And the young lady did marry him.

YELLOW FEVER.—The French steamer Chimere, previous to her arrival at Norfolk, had several mild cases of yellow fever on board. Her commander was among those who had it. It is said that they have nearly all recovered.

Rail Road Convention.

The following letters were received by the Committee of Invitation from gentlemen invited to attend the late Railroad Convention at Charlotte:

HOUSE OF REPRESENTATIVES,
 WASHINGTON, June 29, 1854.
Messrs. Fox, Young, and Osborne.
 GENTLEMEN: I have been honored by your invitation to attend a Convention, to be held at Charlotte on the 4th inst., for the purpose of promoting the construction of a rail road, to extend from that place to Whitesville, thereby connecting it with Wilmington. There is no work of improvement which meets more cordially with my approbation than the connection between these important points, passing as it will through the rich counties of Robeson, Richmond, Anson and Union.

One of the chief inducements that secured my earnest and decided support, in the Legislature of the Central Road, was, that, as by the present course of trade, the produce of our State went to increase the importance of neighboring States at our expense. But that work, when completed, will only partially remedy the evil. Your work, if perfected, will completely, in conjunction with the Central Railroad, concentrate this trade within our own limits. The friends of the Central Road, with much justice, appeal to the Legislature of North Carolina for assistance, inasmuch as this section of the State has never been a recipient of any of its favors. And I feel satisfied, when they estimate the value of the coal fields of Anson, and the productions of that county, in addition to those of Robeson, Richmond and Union, "a deaf ear will not be turned" to your application.

By the last census the cash value of the farms of these counties was four millions of dollars—make this improvement, and you increase their value ten millions. Their agricultural products were, 125,000 bushels of wheat, 100,000 bushels of corn, and 20,000 bales of cotton, averaging 400 lbs to the bale. The saving in freight alone, effected by the completion of this work, for the transportation of these articles, will much increase the agricultural wealth of our State.

Should it be objected that means may be wanted to effect this improvement, I would reply, that there is nothing which industry and energy cannot accomplish.

Were I in the next Assembly I would vote that the State should subscribe for two-thirds of the stock in the "Central Railroad Company," and, if necessary, would exchange the stock held by the State in the Wilmington & Raleigh Railroad Company for stock in your company, and so would the bounty of the State in thus twice promoting the interests of the people, be like "charity" "twice blessed."

Not the least advantage, in my mind, resulting from this great work would be the increased social intercourse which it would secure to the citizens of the same common State, united in the same interest and inheritors of the same rights and privileges. This consideration is enhanced by the reflection that there is now less intercourse between Charlotte and Wilmington than there was previous to the Revolutionary War, when the shocks from the same battery simultaneously electrified both communities.

It is very proper that the descendants of those who, on the 20th of May, 1775, nobly declared their independence of the British Crown, should again unite as brothers with the sons of those who, on the February following, at Moore's Creek, sealed with their blood the same principles of liberty and independence.

With a reiteration of my most sincere wishes for the success of your enterprise, and with a deep regret that my Congressional duties will not allow me to accept your invitation, I subscribe myself,

Truly yours,

W. S. ASHE.

SMITHVILLE, N. C., June 26, 1854.
 GENTLEMEN: Your polite invitation of the 6th inst., to be present and participate in the proceedings of a Convention to be held in Charlotte, on the 4th of July, for the purpose of promoting the construction of a Rail Road from Wilmington, N. C., to Jonesboro', Tennessee, has been received, and in reply, I very much regret to say that I cannot be with you on the 4th.

I had hoped, until within a few days, that I should be able to go to Charlotte on the occasion of the great Railroad Convention, but I now find that my duties on the public works here—Bar Improvement, &c.—will not allow my absence at this time.

In answer to your kind invitation to travel from Charlotte to Wilmington via Fayetteville, and I was very forcibly struck with the remarkable facilities afforded by the country, over which I traveled, for a railroad; and I repeatedly spoke to my friends of it and of the original error that I thought had been committed, in constructing a railroad across the State in a direct line to accommodate the Union, rather than a State intended of running that road through Fayetteville and Raleigh to the Bonhomme, thus uniting the three (at that time) largest towns in the State, and making at once a paying road. In that case, I remarked you would, long ere this, have had a railroad from Fayetteville west to Charlotte or Salisbury. The reply was, "That was our original design, but those towns would not join us—Raleigh preferred to enter herself with Petersburg, to connect Virginia with the State capital," &c. &c.

I am now a great deal greater, but I am now of opinion that it will prove to be of very great importance to the prosperity of Wilmington and the study country between it and the Roanoke. It has developed the resources of that "piney woods" country, and brought to market millions of dollars' worth of exports that would otherwise now be lying dormant in or upon the soil. That part of the State could hardly have had a railroad connection with Wilmington, and it is a great pity that for this error on the part of the citizens of Raleigh and Fayetteville, and the indomitable perseverance of the Wilmingtonians, who resolved to have a railroad at all hazards, and they have nobly accomplished the great work! They are the pioneers and merit success. The whole subject of the rail-road building is now changed. Railroads are now popular, and the people are well known, and are known to be valuable to the farmer—the farmer—the producer, and valuable to the stockholder.

I am not surprised, gentlemen, that you desire to reach the seaboard at this place. It is the shortest and far the best route from the mountains to the ocean. No one who has passed over this route, and the one traversed by the Central Road through Hillsboro', Greensboro' and Salisbury, but will give it the preference by all means. One is over a country near level and the other through one much broken and hilly.

Your road will pass through a very rich and thriving agricultural and, probably, mineral region of the State, and there can be no doubt but that its construction will enhance the value of property along and contiguous to the route many fold.

Then, I would say, let every county interested subscribe the stock—let the counties as such take nine-tenths of the stock—and no doubt the Legislature will authorize them to do so—and in three years, at the farthest, the cars will ply between Wilmington and Charlotte!

This is certainly a magnificent undertaking. To unite the great West with the seaboard by an iron road across the mountains of Carolina and Tennessee! You have caught the spirit of the age! Go ahead! Let us put all our shoulders to the good work now and it will go ahead! No delay—no waiting for the moving of the waters. Now is the word—now is the accepted time. Press on with energy and we shall triumph!

As westward the star of political empire takes its way, so let us bind her with iron bands to the star of commercial empire which westward yet remains. I am, gentlemen, very respectfully, your obedient servant,
 S. L. FRYMONT.

To Messrs. Charles J. Fox, John A. Young, and Jas. W. Osborne, Charlotte, N. C., Committee.

HENDERSONVILLE, June 26, 1854.

GENTLEMEN:—Your favor of the 6th instant, inviting me to be present and participate in the deliberations of a convention to be held in Charlotte on the 4th of July next, by the friends of a Rail Road Convention between Wilmington in this State, and Jonesboro', in Tennessee, was duly received some two weeks since.

With a great respect, please receive my thanks. I would gladly be with you, as convenient with my other engagements; but the week including the day in which your convention will convene, is set apart by law for holding the County Court of this county at which I am bound to be present. This will prevent me from accepting your invitation, and, I hope, excuse me from every suspicion of indifference to the great work for the advancement of which your convention has been called.

For more than twelve months I have stood com-

mitted by a published speech in favor of a project to connect Wilmington and Beaufort, through the Cape Fear valley, with the great West, as would be done by tapping the East Tennessee and Virginia Rail Road at or near Jonesboro' in the former State, as you propose to do. Subsequent reflection has tended to confirm the opinion thus expressed; and whether occupying a public or private station, the friends of this measure may ever rely on my active support and co-operation. The immediate extension of the present Central Road, east and west, is a question of prime interest; but that project is not incompatible with the one proposed; both are indispensable to complete the system of improvements already begun, and necessary to secure justice to all parts of the State, and of placing her at once where she is capable of being placed, among the greatest, most desirable and prosperous States of the confederacy.

With an anxious desire that the deliberations of your convention will tend to arouse public attention to the importance of the enterprise,

I am, with great respect, your friend and humble servant.

JNO. BAXTER.

Messrs. C. J. Fox, John A. Young, Jas. W. Osborne, Committee.

MARION C. H., S. C., July, 1854.

GENTLEMEN:—I have the honor to acknowledge your kind invitation to attend a convention at Charlotte on the 4th inst., for the purpose of taking measures for the construction of a Railroad from that point to Wilmington, and for its extension to Tennessee, and very much regret that engagements of an imperative character will deprive me of the pleasure of availing myself of the pleasure which the meeting would afford me.

Though a citizen of another State, and second I trust to me in a devotion to her interests and honor, my official connection with an improvement in which North Carolina is deeply interested, to which that State and her citizens have contributed more than half of the stock, and in which the section of country in South Carolina through which it passes have a deep stake, it is but natural that I should feel a deep concern in everything which may be done by your citizens, calculated to add to its prosperity, and that of its important eastern terminus, the city of Wilmington.

The important region of your State to be traversed by the improvement proposed, as well as that to be embraced by its extension, makes the enterprise and its object well worthy of being originated by the citizens of time-honored Mecklenburg, and none but the hearty aspirations for the success of such an object can animate the hearts of every true friend of the South. It will be another link between the valley of the great West, and the Southern Atlantic coast, and must tend more strongly to unite sections allied by institutions, and by nature to each other, and at the same time strengthen and build up each. Daily occurrences teach us at the South the necessity of increasing our strength, physically and politically, and in the very proportion that our mineral and agricultural resources are developed, and our substantial wealth and population increase, will be the security and permanency of our institutions, and their exemption from attack at home as well as abroad.

But it is not so much in respect to its bearing as a great sectional question, that the connecting of the Western and Eastern sections of your State in an indissoluble bond, assumes importance: it is to make one State and one people in old North Carolina, by the means of a great internal communication and trade, which now seems to animate the whole of her citizens, and this is an object worthy of her sons; for with the improvement of the approaches to her cities on the seaboard, which there is every reasonable hope of securing the means of effecting, especially in regard to Wilmington, and facilities of transportation to her mines of coal, copper and iron, and to enrich her agricultural districts—a prospect opens up before her even brighter than her most sanguine sons can now look forward to.

To do this without unnecessary injury to her other works of improvement, by an enterprise in which her people can all unite, is the province to those to whom her destiny is committed in future. That their combined wisdom will project some plans in addition to those already patronized by the State, to effect so desirable an object, their patriotism and intelligence afford sufficient guaranty.

That your assembly, under so many favorable auspices, may exert an influence on these great events to the benefit of all concerned, there is every reason to believe and hope for.

I have the honor to be, gentlemen, your obedient servant.

W. W. HARRLEE.

LUMBERTON, June 30th, 1854.

To the President and Members of the Charlotte Railroad Convention.

Having been appointed a delegate to your Convention, but being too feeble in health to undertake the trip, I thought it my duty to lay before your body the views on the subject. And first, I would say that the road ought to commence at this end of the route, at Whitesville Depot, running from thence to Lumberton, parallel with the road from Whitesville to Lumberton, it being almost a perfect level, with the finest kind of pine timber. From Lumberton it should go to Rockingham, that also being a fine level route, abounding in fine pine timber, good farms, &c. From Rockingham through Anson County, then through Union, and on to Greensboro'. This, gentlemen, is the best and only route that can really make Wilmington a city and Charlotte a city—one city on the coast, and the other a city on the hills.

I suppose Fayetteville will make an effort to get the road by that place. Fayetteville is out of the proposed route—that is her misfortune—and she should not blame us for trying to benefit ourselves, if in promoting our own interest, we do not promote hers.

I am well acquainted with many of you, and I am also well acquainted with the route above stated, and I can say I know it to be the best route that can be proposed between Wilmington and Charlotte. Let us have the Road. Good old Robeson County will do her part towards building it. So will all the counties named above.

I would most respectfully suggest that the Convention make arrangements to have the route surveyed, and a report thereof ready to be laid before the Legislature at its ensuing session. We should also insist on the State taking the usual amount of stock in our road.

I have now given you my views as one of the delegates from Robeson. It would have afforded me great satisfaction and pleasure to have done so in person. To have seen and conversed with my old friends and associates after a lapse of nearly a quarter of a century, would indeed have been a treat to me.

I will say this, when we get the road to this place, I pledge myself for a barbecue, and you must all come and partake with us; and when it gets to your town, if I am living and able to travel, I will pledge myself and friends in this quarter to visit you and assist in the same kind of a feast.

To conclude, the Wilmington and Charlotte are joined together by iron bands, and let those rails be laid on the soil of Columbus, Robeson, Richmond, Anson, Union and Mecklenburg Counties.

I send my son to deliver this letter and be my proxy.

Yours, most truly,

THO. A. NORMENT.

JONESBORO', TENN., June 30, 1854.

To the President and Members of R. R. Convention at Charlotte:

The undersigned delegates of Washington County, Tennessee, assembled at a meeting of her citizens at the Court House in Jonesboro', on Monday last, sincerely regret their inability to attend and participate in the deliberations of your body; and this regret is increased by the lively interest our people feel in forming a speedy connection with the seaports of North Carolina, by the valley of the Watauga River, upon such point upon the State line as shall be ascertained to be most convenient and practicable for the two States.

It is natural, as well from the parental relation which North Carolina sustains to Tennessee, as from considerations of mutual commercial advantage that our States should become more closely and directly united than they have hitherto been, and that they should, thus unite, in the bonds of mutual prosperity, pursue the brilliant career of wealth, population and power that lies before them.

East Tennessee, with its distant rivers and other facilities for communication with commercial points, is surrounded by mountains she has been for more than half a century a "pent up Uica;" her energies paralyzed by the towering barrier to egress, with her products, with which Nature has surrounded her.

With a fertile soil—vast water-power for manufacturing purposes—a salubrious climate—minerals whose